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Newsletter

KnK/NL0905

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TEAM KnK

England



August 6th weekend - New driver Michael Dunston has joined Jake Mayes in the Honda Cadet class.

Michael drove an excellent race considering he raced for the first time. Jake finished second in the



Honda Cadet class in spite of a flat tyre in the finals. For his first season racing, this 9 year old is doing us all proud.

Tom Dunston continues to impress in Junior Rotax.



Work commitments did not permit Senior KnK driver Gavin Halls to race on this weekend.

India

The third round of the JK Tyres Rotax Max

Challenge on the August 21st weekend saw our Mini Max driver Nikhil Kashyap secure his first podium when he finished third. Nikhil was recovering from an attack of Typhoid and surprised everyone with his race drive.



Junior, Ajay Kini seems to have finally found the pace, he finished second in the semis and recorded the fastest lap in the finals. He finished third

after a well-fought race with second placed Karan Goenka, who drove an excellent race.



Senior driver Deepak Chinnappa found the race hard going after he bruised his ribs during qualifying. He finished fourth.

NEW DEVELOPMENTS



A happy designer - Ishaan after he tested a new chassis, for TAG 125s and the Rotax Senior and 100 cc classes. Thrilled with having set amongst the fastest times over the weekend with an “out of the box” chassis, it surprised the pits.

We then asked Akhil Khushlani – Junior JK National champion and presently leading the Rotax Junior class, senior drivers Aditya Patel and JK National champion Rayomand Banajee, amongst the fastest and most consistent drivers on track, to test the chassis.

Their comments; **Akhil** – “Awesome! Goes where you think it”. **Aditya** – “Better than anything I have driven”. **Rayomand** – “This is a winning product”.



Sri Lankans - Racing was very interesting with a team of Junior and senior drivers from Sri Lanka. Sri Lanka is keen to develop kart racing in their country and they sent out a team of five drivers to participate in the 3rd Indian Rotax Max Challenge. The boys looked very promising and we look forward to them visiting again. There is talk about holding similar championships there, this would give our drivers the required exposure of racing on different circuits under unfamiliar conditions.



KnK
karts
Now, it's your turn!



Several requests have prompted me to once again write a piece on the karting scene here. As we all know, the best source for topics of subjective interest is in the pits and The JK Tyres Indian Rotax Max Challenges are amongst the best for this.

Indian motor sports is finally making some presence on the world stage, Narain, Karun and Armaan have shown that an Indian can get onto this stage and play alongside the best of them.

In spite of these achievements, there is a serious worry amongst the many enthusiasts, young and old alike on the complete absence and lack of concern and the neglect of our ASN the Motorsports Association of India to this very important discipline of the sport. Surely they know that karting is where all or most of the required race talent emerges.

Earlier this year, the President of MAI stated in a letter to the FMSCI, his exact words were *"We are concerned at the confusion that is being caused by having more than one National Championship being run for the same discipline."*

What confusion? Maybe because all karts look the same.... we could paint them different colours for different classes!

If MAI is confused with the two classes we are running here, take a look at the list of NATIONAL karting Championships they ran in England last year. They have added a few more in 2005 and other classes are expected to be added next year.

England – MSA

1. The ABkC Formula Junior TKM National Championship
2. The ABkC Formula Junior Intermediate TKM National Championship
3. The ABkC Dunlop Cadet National Championship
4. The ABkC Vega Formula 100 National Championship
5. The ABkC Formula TKM National Championships
6. The ABkC Rotax Max National Championship
7. The ABkC Junior Rotax UK National Championship
8. The ABkC MiniMax National Championship
9. The ABkC Bridgestone Intercontinental A National Championship
10. Formula National 125
11. Formula National 125 Clubman
12. 125 Open
13. 250 National
14. 250 National Clubman
15. 250 International
16. Formula E
17. Junior Gearbox

The ASN would do well to have a representative at all karting events, it will provide the clarity they need. They would also do well to have a committee where someone understands karting and all its classes.

The difficulties kart racing is facing is more serious than many realise, if new inexpensive classes are not introduced soon, the sport will die and karting will be relegated to family entertainment status at water parks and similar, depriving future talented racers of facilities and opportunities.

What karting ASNs around the world have done;

- Set up committees with experienced persons from the field of karting and safety.
- Encouraged and helped kart tracks establish Club Status.
- Provided them the freedom to hold regular weekend race meets for their members.

- Set up a simple structure for driver licenses to segregate them according to their levels of skill thereby competing against other drivers of equal skill. More importantly to ensure their safety by preventing them from racing karts that might be too powerful and dangerous for them to control.
- They also studied different classes and introduced low cost classes for beginners – the Honda class in England – Cadets, Juniors & Seniors is a good example.
- Structured the classes and licensing to provide a ladder for race drivers to climb in safety in an environment of equality, which encourages them and attracts them to karting.
- Permitted several classes to meet the interests of different groups and conditions so that more drivers were attracted to it.

This was achieved this by listening to suggestions and incorporating these, keeping uppermost the need for safety and fairness.

The result of this approach is seen across the world. Kart races draw over 35 or 40 entries in a single class, more than the total if we club the participants of the three driver categories at any one round of the Indian Rotax Max Challenge, one of the classes that the MAI is keen to promote, the other being the World Formula, which hasn't fared much better in number terms. The Rotax is an excellent level for a particular level of driver albeit a bit expensive. The need of the hour really is to introduce cheaper to run classes moving up to the Rotax. The World Formula engine is too expensive and the engine life of 20 hours does not encourage its use.

Around the world "National" classes promote the sport and industry and keep the economics affordable so that karting progresses with new drivers joining. The CIK-FIA encourages such a situation and this is very clear in Chapter 2: General Prescriptions of the CIK, and I quote from Page 75 para 4 article 2.4 – Entry of Events,

"ASNs undertake to adopt and develop in their countries the classes of the international categories established by the CIK-FIA. They may introduce categories called <<National Promotion>> with specific regulations resulting from their technical and economical criteria, specific to the country considered."

It goes on to say; *"These categories must favour Drivers' access to international categories and meet the technical requirements of the CIK-FIA as regards safety."*

In the same light, the JK Tyres formula for karting introduced at their National Championships exactly meets the CIK criteria – Cadet class drivers drive regulation cadet chassis' powered by 5 hp - 4 stroke Honda engines and junior and senior drivers race world formula chassis' powered by 13 hp – Briggs & Stratton 4 stroke engines.

The karts are relatively cheap (less than half the price) in comparison to the imported World Formula chassis and engines that MAI use in their championship. In fact, only the engine of the MAI championship kart costs almost the same as the whole kart used by JK Tyres (to quote CIK – *"...resulting from their technical and economical criteria, specific to the country considered."*) the JK karts meet the required criteria and the number of entries at each venue supports it – between 80 and 150 per race meet.

I urge the president of our ASN to witness a round of the Rotax Max Challenge at Coimbatore and experience karting in India – From Pit lane!

Thank you for reading with me, next week we'll talk some more!

Cheers!

Micki